

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT NO. [REDACTED]

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COUNTRY	East Germany	DATE DISTR.	22 May 1953
OBJECT	Establishment of a Special Railroad Agency in East Berlin and Planned Reorganization of the S-Bahn	NO. OF PAGES	3
ACE ACQUIRED	[REDACTED]	25X1C	NO. OF ENCLS.
ATE OF INFO.			SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. A Bahnbevollmaechtigtes Buero (special railroad agency) was established at the Berlin regional railroad headquarters on orders of the Directorate General, Railroads, Berlin, on 1 March 1953. Hanschke (fmu), formerly operations chief of the Oberzugleitung office was appointed chief of the new agency which was located on a floor with the Oberzugleitung and the SCC liaison office in the building of the Berlin regional railroad headquarters. Hanschke was ordered to personally select other employees for the new agency.<sup>1</sup>
2. Beginning 7 March 1953, the Hauptzugleiter (operations officials) as well as the entire personnel responsible for the dispatch of trains at the 4th subdistrict office in Berlin were placed under the surveillance of a Volkspolizei sergeant and a political special agent who were referred to as Einsatzstab. On 8 March, [REDACTED] were employed at all stations of the regional railroad headquarters. Although they had been scheduled to cease their activities on 9 March, they continued their work for an undetermined period.<sup>2</sup>
3. [REDACTED]

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early March that it was planned to separate the entire S-bahn traffic in the Eastern sector from that in the Western sectors. Although this had already been planned for early March, the measure was delayed because the work at the control railroad stations was not yet completed and as the entire central Basa exchange, as well as two repair shops, namely Grunewald and Tempelhof, an undetermined number of transformer stations and the main interlocking plants, was located in the Western sectors. [REDACTED] and transfer of these installations was under discussion. The Soviets sanctioned the separation of the S-bahn system although they would have to put up with a loss of about 60 million westmarks per year. The East German officials argue that it was planned by the West to disrupt the S-bahn system and that, therefore, they wished to forestall this plan.<sup>3</sup>

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25X1A 4. [REDACTED] that for technical reasons pertaining to current, it was not possible to separate the operations of the S-bahn system from that of the Berlin subways. He stated that 80 percent of the transformer stations which supplied current for the elevated railroad are located in the Western sectors and that the entire traffic in the city of Berlin receives current from the Western sectors. He said, that only a small number of stations have transformers of their own, for example Karlshorst and Bornholmer Strasse. [REDACTED] that it was not possible to reconstruct the S-bahn system to utilize current from other suppliers. No indications for a separation of the S-bahn system have been observed in the area of the 4th subdistrict office of the Berlin regional railroad headquarters. 3

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5. A decree dated 4 March 1953 by the vehicle department of the Directorate General, Railroads, Berlin, contained a tabulation of foreign-owned damaged locomotives which the various regional railroad headquarters could make available to nationalized enterprises. The tabulation read as follows:

<u>Number of Locomotives</u>	<u>Country</u>
151	France
10	Italy
14	Belgium
18	Austria
15	Netherlands
1	undetermined

Total: 269                          4

25X1A 1. [REDACTED] Comment. These agencies are railroad agencies to assist military transportation offices of the KWI and the Soviets. Previous information indicated that these agencies were in existence for the KWI with the Ministry of the Interior and with the Greifswald regional railroad headquarters in the area of Armeegruppe Nord of the KWI. See [REDACTED]. It is rather likely that these agencies will eventually be established with all regional railroad headquarters.

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25X1A 2. [REDACTED] Comment. This action is possibly taken to control the transportation of the Volkspolizei. See [REDACTED].

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25X1A 3. [REDACTED] Comment. Measures for the separation of the S-bahn traffic were previously reported. For last reports, see [REDACTED]. The westmark amounts mentioned appear rather high. The S-bahn traffic in West Berlin yields 2 million westmarks per month on the average.

25X1A 4. [REDACTED] Comment. The foreign-owned locomotives of the railroad system in East Germany have been in East Germany since the end of the war. As most of them are damaged beyond repair, they are an operational burden in as much as they need numerous sidings. The decree fails to indicate for what purpose they were handed over to nationalized enterprises. It is doubtful that they were to be repaired and reconditioned by these plants. It is more probable that they will be scrapped to alleviate the critical scrap situation in East Germany. Official records indicated that on 31 December 1952, 914 foreign-owned locomotives, including

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23 operational, 13 in need of repair and 878 damaged were in East Germany. [REDACTED]

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